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Wine & Spirit Merchants  
ESTABLISHED 74 YEARS  
Agents for

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W. & A. GILBEY'S  
WINE & SPIRITS.

MESSRS.  
JOHN DEWAR & SON'S  
SCOTCH WHISKY.

MESSRS.  
JOHN JEFFREY & CO'S.  
PILSENER BEER.

## THE "CHINA MAIL"

### NOTICE

Communications relating to news should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.  
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$3 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

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Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

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Alterations and additions to Advertisements on pages 2, 3, 4, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11 p.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 6 should be sent to the Office, not later than 11 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: "MAIL" Hongkong. Code: A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

## PRESS-GANG AT WORK

Pitiful Scenes in the Streets of Vienna.

A most dismal picture of life in Vienna was given me by an Austrian business man who was in the Austrian capital recently as four days ago, says Mr. C. E. Tripp, the Chronicle's correspondent at Amsterdam. He admits an utter lack of enthusiasm for war among his countrymen, and says that there is no sign of the martial ardor such as is claimed to exist according to the German Press. Food is terribly dear, while bread is scarcely obtainable by the poor.  
Terrible scenes are daily witnessed in the streets when the men are being collected and sent to be prepared to go to the front. Men of forty-five years of age and over are forced to join the columns in spite of strong protests that they are married and have large families to feed and protect. Any who carry opposition to any length are swept away by the military police and upstaged away—nobody knows where. There are now many wives in utter ignorance of the fate of their husbands.  
The worst scenes occur when the men are being marched through the streets to depots for training and equipment. They are forced to march onward by armed guards, and compelled to turn a deaf ear to the heartrending appeals of their wives and children not to leave them. The guards are constantly obliged to drag women and children away by force from husbands and fathers to whose coats they cling in a last piteous effort to stay their departure. An entire lack of sympathy is shown, with Germany and German aims.

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Is the man who has blood—real rich red blood and plenty of it—in his body.  
**WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND**  
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7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 8.10 p.m. Every 10 minutes.

**NIGHT CARS.**  
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

**SUNDAY.**  
7.45 a.m. to 10.50 a.m. Every 15 minutes.  
10.50 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAY.**  
Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's notice, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

**JOHN D. HUMPHREYS & SON.**  
General Managers.

## WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition is already issued.

Biographies of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new material and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 15 sen. to Korea and China 40 sen. and to Europe & America 70 sen. or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—  
"Yet another 'Who's Who' and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western."

practically almost to the last detail. "But 'Who's Who in Japan' is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of prominent men in Japan. Mr. Kuriki is a skilful editor and has done his work well."

Who's Who in Japan Publishing Office, No. 5, Ichome, Uchisaiwaicho, Kojimachi-Tokyo.

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A.B.C. Code 5th Ed.  
Hongkong, September 1, 1905. 1208

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European Baths and Sanitary Fittings.  
Hot and Cold Water System throughout.  
Best of Food and Service.

Telephone 373.  
Telegraphic Address: "VICTORIA." FRANK L. COOTE, Manager.

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Paid-up Capital £2,437,500

II—Reserve Funds £3,990,114

III—Life & Annuity Funds £16,126,160

Sinking Fund Account £8,512

£22,551,568

Revenue Fire Branch £2,567,158

Life and Annuity Branches 1,973,265

Revenue Marine Department 282,692

Other Receipts 420,193

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SHEWAN, TOMES & CO. Agents.

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TAIKOO DOCKYARD, HONGKONG

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Incubators, and all Classes of Engineering, Iron and Wood Work.

• DRAVING DOCK 73' x 38' x 3' 6"  
• Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

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MOTOR VEHICLES, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

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The Best Meals in Hongkong.

Either light or substantial

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Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Light Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unequalled for location, cuisine, homelike atmosphere and modern up-to-date features

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Special Rates For Prolonged Stays

BENQUET COMMERCIAL CO., Proprietors.—Cable Address: "BECOME."

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and

**GRILL ROOM**

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ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoins the Tramway Terminus, 1,400 feet above Sea Level.

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Telephone all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room.

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A FIRST-CLASS AND UP-TO-DATE HOTEL, most central location within the city of all the principal Banks.

Noted for Best Food, Refinement, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 12.30 a.m.

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For further particulars apply—  
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In Casks of 275 lbs. net.

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**A PREVENTIVE OF MALARIA MOSCATINE.**

THE INFALLIBLE INSECT RETELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

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Oil Drilling Cables of any size up to 3,000 feet in length.

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Hongkong, April 11, 1912.

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JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pos. for Post Card

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Town Office 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.

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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

—

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The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

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"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and deliciousness of flavor, and is second to none in any respect whatsoever."

Medical Magazine, March, 1912.

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In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1911.



## INTIMATIONS

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## WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES  
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BENSON'S ENGLISH MADE WATCHES.

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THE ONLY EXCLUSIVE  
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The uses to which Lea & Perrins' Sauce can be put, are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for Roast Meats, Fish, Game, Cheese, Salad, etc.

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*Lea & Perrins*  
The Original and Genuine  
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European Supervision

Moderate Price

## A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness, with its aches and pains, is the result.

## ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, raises the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared on y by

ENO, L.D., FRUIT SALT, WORK, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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Codes:—A1, AB, 5th Ed., Western Union.

## AGENCIES:

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For particulars, apply to

K. KATO,

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DEALERS IN

SILK Ties, Embroidery, Fancy and Plain  
Goods, also Manufacture Ladies and  
Children Underwear, Blouse Shirts and  
Gent's Shirts made to order in the latest  
Style.

ORDERS PROMPTLY ATTENDED TO

PRICES MODERATE.

Hongkong, May 29, 1915.

## DAIRY FARM NEWS.

## BUTTER &amp; CHEESE.

The following prices approved by  
the Food Committee will come into  
force on and after 24th May, 1915.

Daisy Butter.....	\$1.10 per lb.
Dairymaid Butter..	\$1.00 ..
Buttercup Butter..	90 ..
Pasture Butter .....	80 ..
Cheese .....	70 ..

66

**MARTIN'S**  
**APIOL-STEEL**  
**ANTI-PILLS**

A French Remedy for all Disorders of the Digestive System, such as Indigestion, Flatulence, Acidity, Constipation, etc. It is a powerful laxative, and is recommended by the highest medical authorities.

**MARTIN'S**  
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Surgeon-Dentist

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## TERMS VERY MODERATE

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G. MOUSSON,

15, MORRISON HILL ROAD.

## THE NEW FRENCH REMEDY.

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THERAPION NO. 14

THERAPION NO. 15

**FELUCCA**  
**CIGARETTES**

BEAR THIS HALL MARK  
OF DISTINCTION

**N° 33**

IS THE MOST POPULAR.

## HOME RACING.

## RACE FOR THE CHESTER CUP.

Success of Hare Hill.

The Chester Cup was won on May 7 by Hare Hill in the colours of Mr. C. Bower Ismay, the horse being admirably ridden by the leading jockey, Donoghue, and trained for the race by W. T. Robinson, of Foxhill. He won cleverly from the favourite, Pollen, who was only caught in the last fifty yards, after having led from the start. Parrot was third, and Wardha was close up fourth. The race was run under perfect weather conditions, and on going which had been made absolutely perfect by some welcome rain in the night. The attendance of the public was remarkably big in the circumstances, and especially was the country stand crowded with officers in uniform.

There were fewer runners than usual for the Cup, a notable absentee at the last moment being Belief Earl, who would have been backed had he started. Quality was far from being well represented, for top-weight was carried by an animal that was winning selling races last autumn. Last year, it may be recalled, the Cup was won by Aleppo, who later earned lasting fame as an Ascot Gold Cup winner. Nothing looked better in the paddock than Pollen, in whom there was undoubted confidence. Wardha looked healthy and well trained, but he can never be a prepossessing horse, from the fact that the hairs of his tail fall out when he was very young. Dobson Peacock has which he reports, a good horse. Hare Hill, to my mind, looked far better than Aleppo. Nevertheless, Robinson was not altogether satisfied with him, for the reason that the horse had not done well since arriving. He had fretted and lost some condition. Of the other runners, White Lie may be better later in the year. Parrot looked business-like, and Willam's day will surely come, but Nihilist is a commoner.

## HOW HARE HILL WON.

Pollen, as stated, jumped off with the lead, and has never headed until Hare Hill caught him in the last stages. Meanwhile, Mr. Ismay's horse had been placed about sixth a dozen lengths or more behind the leader. Wardha kept him company for a long time, and I certainly think they made a mistake in not laying up closer with his horse. Had he not left so much to be done at the finish he must have been in the first three. Donoghue showed splendid judgment of eye, for he began to move up on Hare Hill at exactly the right time. Thus he was able to make up his ground gradually, and as he came into the straight it was clear that the horse was going sufficiently well to give him a chance against Pollen, who was still leading. When once Hare Hill had been driven up alongside, it was all over. Pollen could not quicken his brisk gallop, and Mr. Ismay's horse went on to win in the convincing style. It was certainly a popular victory for Mr. Ismay's colts have a following here, and, moreover, the horse had been a prominent public fancy. It is no use worrying about these things after the event, but I must certainly say that Donoghue's intention of tipping and bucking him. Of course, it was with the best intentions that I nudged my eye on the side of Wardha, who, however, is quite likely to get your money back in due course.

On personal funds I was delighted to see a race won for Mr. Ismay. Besides being a good sportsman, he is certainly a good Englishman, for he has the front again with the 12th hours, after having had a spell in the Old Cross hospital at Rouen, and he is a convalescent home in the 8th of France. He has done magnificent work under a big service by him had his horses trained and run, his enforced absence, and not only could he more appropriate than that he should now be credited with handsome prize money due to him.

Just a few lines about the jockey who rode the winner so well. Donoghue, who sold one of the races that he would rather win the Chester Cup than any race in England, with the exception of the Derby. He explained his preference, saying that the first race he ever saw was one for the Chester. The morning he ran away from behind and run behind a wicket to the end. He thought that every boy riding a horse in the paddock was jockey, and addressing John Porter, who he did not know, he said, "Do you want a jockey?" John Porter looked at him and then at the stick he carried, and said threateningly, "If you're not off, my lad, I'll be putting this across you." Something about the boy must have attracted the famous trainer, however, for he looked at him again and said, "Go home and ask your father about it." Donoghue went home and got a good hiding from his father for running away. But enterprise has its own reward, and the outcome of that informal application to become a jockey was that the present leading jockey began his life forthwith in the stables at Kingsclere. All credit to him for the splendid way he has carved out his own career to fame and fortune. Chester Cup (handicap) of £2,000. About 24 miles.

Mr. C. Bower Ismay's colts Hare Hill, by Pam-Lady Derv, 5 yrs, 14-10. (S. Donoghue) 1

Mr. J. L. Dugdale's colt Pollen, 6 yrs, 14-3. (D. Dick) 2

Mr. J. Dunkerley's colt Parrot, 4 yrs, 14-3. (P. Jones) 3

Mr. E. de Mestre's Willam, a 6-yr-old, 14-3. (Hickaby) 4

Mr. D. J. Jardine's Wardha, 4 yrs, 14-7. (Foy) 5

Col. Hall Walker's White Lie, 4 yrs, 14-7. (Robbins) 6

Mr. J. de Rothschild's Broadwood, 5 yrs, 14-13. (Fozard) 7

Mr. P. Broome's Frustration, 4 yrs, 14-11. (P. Alden) 8

Mr. J. Kenny's Grecian Maid, 5 yrs, 14-10. (Crickmore) 9

Mr. L. Booth's Nihilist, 4 yrs, 14-3. (W. Collis) 10

(Winner trained by Robinson, at Foxhill, and bred by Mr. J. Lowry.)

Betting: 5 to 2 agst Pollen, 7 to 2 Wardha, 11 to 2 Hare Hill, 6 to 1 Willam, 100 to 8 Frustration, 100 to 1 each White Lie, Parrot, Grecian Maid, and Nihilist, 33 to 1 Broadwood.

An excellent start was effected. Pollen showed the way to Frustration, Parrot, Nihilist, Broadwood, and White Lie, while Wardha, Hare Hill, and Grecian Maid were in the rear.

After covering about six furlongs, Nihilist became third, and at the 6th furlong, turn the first time the order was: Pollen, Frustration, Nihilist, and Parrot, who were well clear of Broadwood, White Lie, and Grecian Maid. Passing the stand the second time, Pollen was about five lengths clear of Frustration and White Lie, who were side by side, while Nihilist, Parrot, and Hare Hill were next in order. Shortly afterwards Broadwood began to tail off.

Seven furlongs from home Hare Hill drew into fourth place, and he became second at the thirteenth turn the second time. Wardha and Parrot being the next pair. At the distance Hare Hill challenged Pollen, and won easily by two lengths; four lengths between second and third. Wardha was fourth, Frustration fifth, Nihilist sixth, Grecian Maid seventh, White Lie next, and Broadwood a long way off last. Time, 4 min 1 sec.

The draw was: 1 (inside) Pollen, 2 Parrot, 3 Frustration, 4 Grecian Maid, 5 Hare Hill, 6 Willam, 7 Wardha, 8 Broadwood, 9 Nihilist, 10 White Lie.

## THE "JUBILEE" KEMPTON PARK.

At Kempton Park, on Saturday May 8, the Jubilee Handicap was won for Lord D'Abernon with his five-year-old horse, Diadumenos, who prevailed by a head after a most exciting finish with Lord Rosebery's Wrack and Mr. L. Neumann's Lanius, the latter being beaten only a short head for second place. Such finishes to a popular race—this handicap has long been regarded as one of the most attractive of the year—yield some intensely exciting moments, and the many present at Kempton Park on this day will long remember the strenuous, desperate rush of the three placed horses, the enthusiasm of those who had declared on the winning favourite, and the alternating hopes and fears of those ranged on the sides of the other two. It was beyond all question a thrilling race, and recalled the last phases of the big handicap on this same course when Nassau beat Green Falcon a head for the Duke of York Stakes last autumn, and the same Diadumenos was very close up third.

It also recalled most vividly the finish of the Liverpool Autumn Cup last year when Diadumenos just beat Wrack a head. You see it was history over again, for here the two were concerned in a desperate struggle for high handicap honours—just as they were then. They were in opposition not so long since for the Newbury Spring Cup, but the boot was very much on Wrack's leg then, so to say. On balance, however, Diadumenos holds a decided advantage. Those head verdicts meant so much to him. One often wonders if horses can be conscious of frequent antagonism one with another. If so Diadumenos and Wrack must be experiencing some of the emotions of Redfern and Let Fly, who as two-year-olds engaged in such frequent and vigorous combats last year.

## IN THE PADDOCK.

To deal with this latest celebration of the "Jubilee" from the words about the horses as they appeared in the paddock inspection. They were seen under perfect weather conditions, the result being that they showed at their best, for while the sunshine lighted up the healthy bloom on their coats, the breeze kept the more excitable ones from sweating. A large crowd, not so large as gatherings on a "Jubilee" day in peace times, saw them parade, and indeed the public, of whom a big proportion were officers in the chief enclosures, took the keenest interest in the preliminaries. Diadumenos is a big, lengthy, and far-striding chestnut, but he has a listless manner when in repose, which some who do not know him might interpret as stolidity. He wakes up when mounted, and is quite another fellow. I thought the Beckhampton pair, Dan Rhinel and High Mor, looked extremely bright and well. Fred Durling must have had them both to his liking. They certainly impressed experienced onlookers.

Another that showed evidence of having done well on his work was Honeywood, who was big and strong, and obviously as clean and fit as Charles Peck may ever get him. Peter the Hermit had done a sound preparation, and Lanius, though not a notably prepossessing horse, was hard and businesslike. China Cock seems much heavier in his top, and I doubt whether he did himself justice on this extra firm going. What with the going, which I did not think suited to him, and the doubt about the Liverpool Cup loan, I did not fancy him this time. Woodwill is as handsome as he is a good mover, and some day, when a strong jockey like Donoghue can do the weight, he will come right into the picture. Cheerful is not one that impresses in the paddock, but Carancho is as good-looking as most of the sons of Gallinule.

(Continued on page 3.)

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## INTIMATIONS

## NOTICE

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be "CLOSED" to Public Business on the 17th instant (8th day, 5th month), being the date of the Summer Holiday.

F. GORDON LOWDER,

Commissioner of Chinese Customs.

Yick Buildings,

Hongkong, June 15, 1915.

515

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PICTURES

by

E. KATO.

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KOMOR &amp; KOMOR.

Hongkong, June 8, 1915.

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## THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

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with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail and indicating the approximate Sailing.

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FOR	STEAMERS	To Sail	REMARKS
SHANGHAI	SARDINIA	About 19th June	Freight and Passengers
LONDON, via SUEZ, PANAMA, COLON, and YOKOHAMA	Capt. C. C. TAYLOR, R.N.R.	19th June	See Special of Call
SHANGHAI, MOJI, KURE, KASAGAWA, and YOKOHAMA	Capt. H. N. RIVERS, R.N.R.	2nd July	Freight and Passengers
LONDON, via SUEZ, PANAMA, COLON, and YOKOHAMA	Capt. H. O. EVANS, R.N.R.	7th July	Freight and Passengers

Subject to immediate alteration without Notice.  
All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

## OSAKA SHOSHEN KAISHA.

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(SUBJECT TO ALTERATION.)

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AND SEATTLE

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FOR VICTORIA, B.C. AND TACOMA via MANILA, KEELUNG, MOJI, KURE, YOKKAICHI and YOKOHAMA.

STEAMER	TO SAIL	REMARKS
S.S. CANADA MARU	Monday, 21st June at 3 p.m.	
S.S. TACOMA MARU	Thursday, 15th July at 3 p.m.	

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For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG, and COLOMBO.

For TAMSUI and KEELUNG via SWATOW and AMOY.

STEAMER	TO SAIL	REMARKS
S.S. KAIJO MARU	Sunday, 20th June, at Noon.	
S.S. DAIJIN MARU	Capt. K. Matsukami	

For ANPING and TAKOW via SWATOW and AMOY.

STEAMER	TO SAIL	REMARKS
S.S. BOSHU MARU	Wednesday, 24th June, at 10 a.m.	
	Capt. A. Kobayashi	

FOR HAIPHONG (DIRECT).

STEAMER	TO SAIL	REMARKS
"KEIO MARU"	Imatani, Saturday, 19th June at 10 a.m.	
"DAIJI MARU"	T. Konishi	

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the South Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—  
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THE EASTERN & AUSTRALIAN  
MAIL SERVICE

TO AUSTRALIA, via MANILA

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June	2nd July, at 11 a.m.
EMPIRE	15th July	17th July, at 11 a.m.
EASTERN	2nd August	8th August, at 11 a.m.
ALDENHAM		22nd August, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

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Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about

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REGULAR SAILINGS via PORTS and SUEZ CANAL  
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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

STEAMER	TO SAIL	REMARKS
S.S. BIOJUN MARU	For Batavia, Cheribon, Samarang, Sourabaya.	
	Masassar & Balikpapan	3rd July

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STEAMER	TONS	TO SAIL	REMARKS
MONGOLIA	27,000 tons	MANCHURIA	27,000 tons
KOREA	18,000 tons	SIBERIA	18,000 tons
CHINA	12,000 tons	NILE	11,000 tons
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STEAMER	TO SAIL	REMARKS
S.S. MANCHURIA	Sailing TUESDAY, 22nd June, 1 p.m.	
S.S. MONGOLIA	TUESDAY, 30th July, 1 p.m.	
S.S. PERSIA	TUESDAY, 3rd Aug., Noon.	
S.S. KOREA	TUESDAY, 10th Aug., 1 p.m.	

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Marini, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is Our First Consideration.

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via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.  
Sailings from Hongkong—Subject to change without notice.

STEAMER	TO SAIL	REMARKS
TENYO MARU	Tues., 29th June at Noon.	
NIPPON MARU	Tues., 13th July at 10.30 a.m.	
SHINYO MARU	Tues., 27th July at Noon.	
CHIYO MARU	Tues., 24th Aug. at Noon.	

\* Via MANILA, Unloading Shanghai.

First Class to London	Return (6 months)	Rate
"New York"		\$210.
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STEAMER	TO SAIL	REMARKS
KIYO MARU	Saturday, 10th July at Noon.	

For full particulars as to Passage and Freight apply to  
K. DOI Acting Agent,  
KING'S BUILDING (Opposite Blake Pier), Telephone 291.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSEILLES & LONDON	HIRANO MARU	Tons 18,000	THURSDAY, 17th June at Noon.
via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	KATORI MARU	Tons 20,000	THURSDAY, 1st July, at Noon.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KURE, YOKKAICHI & YOKOHAMA	TAMBA MARU	Tons 12,500	TUESDAY, 29th June at Noon.
SYDNEY and MELBOURNE, via MANILA, PEHU, MAY ISLAND, TOWNS, VILVA and BRISBANE	YOKOHAMA MARU	Tons 12,500	THURSDAY, 8th July at 4 p.m.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	NIKKO MARU	Tons 8,000	FRIDAY, 16th July at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HITACHI MARU	Tons 13,500	TUESDAY, 17th August at 11 a.m.
NAGASAKI, KURE & YOKOHAMA	KIRIN MARU	Tons 3,000	MONDAY, 21st June.
KURE & YOKOHAMA	SANUKI MARU	Tons 12,500	SATURDAY, 26th June.
SHANGHAI, MOJI & KURE	HITACHI MARU	Tons 13,500	FRIDAY, 18th July, at 10 a.m.
	CEYLON MARU	Tons 10,000	FRIDAY, 18th June.
	BOMBAY MARU	Tons 8,000	FRIDAY, 25th June.

Wireless Telegraphy. Quitting Keelung.

## PASSENGER SEASON FOR 1915.

STEAMERS	Displacement	Leave Hongkong
HIRANO MARU	18,000 tons	Thursday, 17th June.
KATORI MARU	20,000 tons	Thursday, 1st July.
KAMO MARU	18,000 tons	Thursday, 15th July.
KASHIMA MARU	20,000 tons	Thursday, 22nd July.

  

STEAMERS	Displacement	Leave Hongkong
TAMBA MARU	12,500 tons	Tuesday, 29th June.
YOKOHAMA MARU	12,500 tons	Thursday, 8th July.
SAITO MARU	12,000 tons	Tuesday, 27th July.

KUBO MOTO, Manager.  
Telephone No. 292.

## SHIPPING

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	YINGCHOW	June 17, at 4 p.m.
NEWCHWANG	KALONG	June 18, at 4 p.m.
SHANGHAI	CHENAS	June 20, Daylight.
HAIPHONG	KALONG	June 21, at 11 a.m.
MANILA, CEBU & ILOILO	CHINCHUA	June 22, at 4 p.m.
SHANGHAI, CEBU & ILOILO	ANHUT	June 22, at 4 p.m.
MANILA, CEBU & ILOILO	TANING	June 23, at 4 p.m.

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## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	KWONGSANG	FRIDAY, June 18, Daylight.
MANILA	LOONGSANG	SATURDAY, June 19, at 3 p.m.
HONGHAI & HAIPHONG	LOONGSANG	SUNDAY, June 20, at 7 a.m.
SHANGHAI	HANGSANG	THURSDAY, June 24, Daylight.
YOKOHAMA, KURE & MOJI	YATSEING	FRIDAY, June 25, Daylight.
MANILA	FUEYANG	SATURDAY, June 26, at 3 p.m.
SHANGHAI, MOJI & KURE	FOCKSANG	THURSDAY, July 1, Daylight.
SANDAKAN	HINSANG	FRIDAY, July 2, Daylight.

## RETURN TOURS TO JAPAN.

THE steamers Kwong, Namang & Fockang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatseing, Kwangang, and Fockang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 16 days.

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## SUBJECT TO CHANGE WITHOUT NOTICE.

## 'SHIRE' LINE SERVICE—HOMEWARD.

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LONDON	MONMOUTHSHIRE	End of June.

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## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

S.S. ITOLA, 6,237 tons. Capt. Butler. will be despatched for SINGAPORE on 19th June.

S.S. JAPAN, 6,013 tons. Capt. O. P. Seddon. will be despatched for SINGAPORE, PENANG & CALCUTTA on 19th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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DAVID SASSOON & CO., LTD.  
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COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH  
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'MALTA', Captain C. C. TAYLOR, R.N.R. carrying the Majesty's Mail will be despatched from this port for BOMBAY, on SATURDAY, the 19th June, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Egypt' from Colombo, P. & O. S. N. Co.'s steamship 'Sikh' and 'Valuable' and 'Tea' and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. 'Alymer' due in London on 1st August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
R. A. HEWITT,  
Superintendent.  
Hongkong, June 5, 1915.

## AMERICAN &amp; MANCHURIAN LINE.

For NEW YORK via PANAMA.

THE Steamship 'WALTON HALL', 4,932 tons, will be despatched as above on THURSDAY, 8th July.

For Freight and further particulars apply to  
THE BANK LINE, LIMITED.  
General Agents.  
Hongkong, June 7, 1915.

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, KASHIMA MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 20th June, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Co.'s representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, June 14, 1915.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship 'Itola', having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board at Noon, after the 17th instant, will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, June 15, 1915.









